



## PORT MARINE CIRCULAR No. 19 of 2019

27 November 2019

Shipping Community

### **CHANGE TO PRE-ARRIVAL NOTIFICATION (PAN)**

1. The Maritime and Port Authority of Singapore (MPA) would like to inform the shipping community that the Pre-Arrival Notification (PAN) has been revised to incorporate the requirements for reporting on the use of compliant fuel in accordance with IMO 2020 Fuel Oil Sulphur Limit.

2. Regulation 14.1 of MARPOL Annex VI stipulates that the sulphur content of any fuel oil used on board ships shall not exceed 0.50% m/m on and after 1 January 2020 (for ships operating outside an emission control area<sup>1</sup>). In addition, amendments to Regulation 14.1 of MARPOL Annex VI to prohibit the carriage of fuel oil with sulphur content exceeding 0.50% m/m for use on board ships will come into force on 1 March 2020. This carriage prohibition does not apply to the carriage of fuel oil as cargo.

3. The revised PAN will require ships calling the Port of Singapore to declare their method of compliance with regard to Regulation 14.1 of MARPOL Annex VI, i.e., whether the ship will be using compliant fuel (sulphur content not exceeding 0.50% m/m) or exhaust gas cleaning system (scrubber). Ships using non-compliant fuel (sulphur content exceeding 0.50% m/m) are also required to declare and provide reasons for non-complaint fuel.

4. Ships entering the Port of Singapore with non-compliant fuel due to the unavailability of compliant fuel from the previous port are required to complete and submit a copy of the Fuel Oil Non Availability Report (FONAR) to [shipping@mpa.gov.sg](mailto:shipping@mpa.gov.sg) and [BSD@mpa.gov.sg](mailto:BSD@mpa.gov.sg).

5. Shipowners, agents and masters are reminded that the discharge of wash water from scrubbers operating in open-loop mode is prohibited within the Singapore port limit from 1 January 2020. More information on the implementation and enforcement of IMO 2020 Fuel Oil Sulphur Limit can be found at the following website:

<https://www.mpa.gov.sg/web/portal/home/singapore-registry-of-ships/about-srs-and->

---

<sup>1</sup> For ships operating within an emission control area, the sulphur content of fuel oil used on board ships shall not exceed 0.10% m/m since 1 January 2015. The emission control areas under Regulation 14 of MARPOL Annex VI are the Baltic Sea area, the North Sea area, the North American Emission Control Area, and the United States Caribbean Sea Emission Control Area.

what-new/IMO-2020-Fuel-Oil-Sulphur-Limit

6. The revised PAN has also been streamlined to make it more user-friendly to the sections on Ballast Water Management Convention and Green Port Programme.

7. Pursuant to Section 44(2) of the Maritime and Port Authority of Singapore Act (Cap. 170A), and Regulations 3 and 63A of the Maritime and Port Authority of Singapore (Port) Regulations, the Port Master hereby directs that owners, agents or masters of the following vessels are to declare the required information using the revised PAN form in this circular:

- a) Passenger ships, including high-speed passenger craft;
- b) Cargo ships, including high-speed craft, of 500 GT and above; and
- c) Mobile offshore units, including mobile offshore drilling units.

8. The revised PAN form is attached in **Annex A** for reference and will be available for download from the website: <http://www.mpa.gov.sg/assets/app/ePANS/epan.html> from 1 December 2019. **Owners, agents and masters are to submit the revised PAN form for all ship arrivals on or after 1 January 2020.**

9. Please submit the completed PAN to the MPA Security Department via email [isps@mpa.gov.sg](mailto:isps@mpa.gov.sg) at least **24 hours** before the ship's arrival in Singapore. The ship's agent based in Singapore may submit the PAN through MPA digitalPort@SG. For vessels which are not required to declare PAN, they will submit the revised declaration in the Notification of Arrival.

10. The owners and agents of vessels are encouraged to forward soft copies of the revised ePAN to their shipmasters.

11. Any queries to this circular should be directed to Port Security Unit at Tel: 6221 3127, or Mr. Peh Ling Woon at Tel: 6325 2463.

12. Port Marine Circular No.19 of 2017 is hereby cancelled.

CAPT KEVIN WONG  
PORT MASTER  
MARITIME AND PORT AUTHORITY OF SINGAPORE

**MARITIME AND PORT AUTHORITY OF SINGAPORE**

**TEL: (65) 62213127**  
**FAX: (65) 62213036**  
**Email: [isps@mpa.gov.sg](mailto:isps@mpa.gov.sg)**

PAN FORM version 8.0

This form may take 10 minutes to complete. You will need the following information to complete the form:

1. Particulars of ship and contact details
2. Arrival voyage information
3. Security related information
4. Declarations

---

**Pre-Arrival Notification (PAN)**

Owner, Agents or Masters of

- a) Passenger ships including high-speed passenger craft
- b) Cargo ships, including high-speed craft, of 500Gt and above, and
- c) Mobile offshore units, including mobile offshore drilling units,

Shall complete this form and email to [isps@mpa.gov.sg](mailto:isps@mpa.gov.sg) at least **24 hours** before arrival into Singapore. A ship coming from a nearby port, with less than 24 hours steaming time to Singapore, shall immediately on departure from such port complete this form and email to [isps@mpa.gov.sg](mailto:isps@mpa.gov.sg) before arrival into Singapore.

---

\* Denotes mandatory field

1.1 \* IMO number :

1.2 \* Name of ship :

1.3 \* Flag State :

1.4 \* Type of ship :

1.5 \* Call sign :

1.6 \* Arrival Fwd Draft :                      Mid Draft :                      Aft Draft :

1.7 \* Air Draft :

1.8 \* INMARSAT number :                      \* MMSI number :

1.9 \* Gross Tonnage :

- 1.10 \* Name of ship owner's company :  
 \* Name of Company Security Officer (CSO) :  
 \* CSO 24 hours contact tel/mobile no. :
- 1.11 \* Name of agent in Singapore :  
 \* Agent 24 hours contact tel/mobile no. : Fax no. :  
 Agent's email address :
- 1.12 \* Ship's email address :
- 

## 2 Arrival Voyage Information

- 2.1 \* Ship arriving from :
- 2.2 Port facility information
- \* Facility/Location :  
 \* Expected date and time of arrival:  
 \* Expected date and time of departure:  
 \* Purpose of call :
- Loading/ Discharging Cargo  Embarking/Disembarking Passengers  
 Taking Bunkers  Taking Ship's Supplies  Changing Members of Crew  
 Repair/ Docking/ Outfitting at Shipyard  Miscellaneous
- If Miscellaneous, please specify purpose :
- 2.3 \* General description of cargo onboard:
- 2.3.1 \* Is the ship carrying any Dangerous Cargo? This includes dangerous cargo carried in packaged form, ie IMDG Dangerous Goods (DG) cargo OR Hazardous Noxious Substances (HNS, chemicals in bulk). Y/N
- 2.3.2 \* Reminder. Before the arrival of vessel in port, please forward the dangerous cargo details 24 hr beforehand to the local agent for proper declaration
- 

## 3 Security Related Information

- 3.1 \* Current security level of ship:
- 3.2 List last 10 port calls (ship/port interface conducted) - Chronological order beginning with most recent call :

No	Date From	Date To	Port Facility	Port Name	Security Level	Special or Additional Security Measures
1						
2						
3						
4						
5						
6						

7						
8						
9						
10						

3.3 List of most recent 5 ship-to-ship activities during the period specified in 3.2 - Chronological order beginning with the most recent call :

No	Date From	Date To	Lat	Lon	Activity	Security Measures Applied
1						
2						
3						
4						
5						

3.4 \* Does the ship have any privately contracted security personnel onboard? Y/N

3.5 \* Does the ship have any refugees, stowaways, or persons rescued from sea onboard?  
Y/N

3.6 Remarks :

#### 4 Declarations

4.1 Arms and Ammunition

\* Is the ship carrying arms or ammunition onboard? Y/N

4.1.1 Type and quantity :

4.1.2 Does the ship have a strong room? Y/N If yes, location :

4.2 Mandatory Certificates

4.2.1 \* Certificate of Insurance or other Financial Security in Respect  
of Civil Liability for Bunker Oil Pollution Damage (BCC)? Y/N  
Issuer: Expiry date:

4.2.2 \* CLC 92 Certificate (for tankers)? Y/N  
Issuer : Expiry date:

4.2.3 \* International Ship Security Certificate (ISSC)? Y/N  
Issuer : Expiry date:

4.3 Green Port Programme

4.3.1 Will vessel be using LNG as a marine fuel during entire port stay, or does it exceed current IMO's EEDI requirements?

No

Yes. Please choose from one of the 2 options:

Vessel using LNG as a marine fuel during entire port stay

Vessel exceeds current IMO's EEDI requirements

- 4.4 \* Ballast Water Management Convention
- 4.4.1 Does the Convention apply? Y/N
1. Does the vessel have IBWMC/ Statement of Compliance? Y/N
2. Is the ship exempted under Regulation A4? Y/N  
(A4: Exemption from the installation of ballast water management systems)
3. Vessel complying with Regulation D1, D2, D4 or "Other approach"? Select regulation  
(D1: Ballast water exchange standards/  
D2: Ballast water performance standards /  
D4: Prototype ballast water treatment technologies/  
Other approach – as annotated in the IBWMC)
4. If D1, was BWE conducted? Y/N
- 4.1 If No, Reason why BWE not conducted Select reason
- 4.2 Is ship planning to discharge BW in port? Y/N
- 4.2.1 If ship is planning to discharge BW in port, estimated quantity  
of unmanaged Ballast water proposed to be discharged: Cubic metres
5. If D2, is the BWMS operational? Y/N
- 5.1 If No, was BWE carried out as contingency measure? Y/N
- 5.1.1 If BWE was not carried out as contingency measure, is ship  
planning to discharge BW in port? Y/N
- 5.1.1.1 If ship is planning to discharge BW in port, estimated  
quantity of unmanaged Ballast water proposed to be  
discharged Cubic metres
6. If D4, is the ship holding "Statement of Compliance for  
prototype ballast water treatment technology"? Y/N
7. If "other approach", please only state the regulation as  
annotated in the IBWMC (eg Regulation A3.5). Please specify
- 4.5 \* Sulphur Limit
- 4.5.1 Please specify the method for compliance with MARPOL  
Annex VI Regulation 14.1 with regard to 0.50% m/m fuel oil sulphur  
content limit throughout the vessel's stay in Singapore port waters. Select method
- 4.5.2 Please specify the type of scrubber installed on board.
- Open-Loop  
(Note: Discharge of wash water from open-loop scrubbers is prohibited  
in Port of Singapore. Vessel shall complete changeover to compliant  
fuel prior entry into Singapore Port Limits.)
- Does the vessel have enough compliant fuel oil on board throughout the  
vessel's stay in Singapore? Y/N
- Has arrangement been made to procure compliant fuel in Singapore? Y/N
- Close-Loop
- Hybrid Type  
(Note: Scrubber shall only be operated in closed-loop mode or ship to  
use compliant fuel)
- 4.5.3 Please specify the type of compliant fuel oil (<=0.50% sulphur content)  
that will be used on board.
- Vessel will be using Low Sulphur Fuel Oil (LSFO)

- Vessel will be using Marine Gas Oil (MGO)
- Vessel will be using Liquefied Natural Gas (LNG)
- Vessel will be using other alternative fuel oil to comply with the requirement  
Please specify:

4.5.4 Has the vessel completed the Fuel Oil Non Availability Report (FONOR)?

- Yes (Please send a copy of the FONOR to shipping@mpa.gov.sg; BSD@mpa.gov.sg)  
Has arrangement been made to dispose the non-compliant fuel oil in Singapore? Y/N  
Has arrangement been made to procure compliant fuel oil in Singapore? Y/N
- No
  - The vessel took on board compliant fuel oil as per Bunker Delivery Note (BDN) but later test results show the fuel to be non-compliant
  - Other reason for not completing the FONOR, please specify:

4.6 Above information is declared by,

4.6.1 \* Name :

4.6.2 \* Title :

4.6.3 \* Location of ship at the time the report is made :

4.6.4 \* Time (24-hour time format; HHMM) :

4.6.5 Date (DD-MM-YYYY)

Signature:

---

**IMPORTANT NOTES (For ePAN Users)**

- a) Some PC systems may prevent the ePAN from executing due to individual security settings. After downloading the ePAN.html file, it is recommended to rename the "ePAN.html" file as "ePAN.hta" as a precaution.
- b) When transmitting the ePAN file as an attachment via email, do ensure to compress the file before sending, i.e. "ePAN.zip". This is to avoid any unintended file alteration and/or blocking by the receiving email system.